

SOUTH PRODUCTION NOTES

October 9, 2014
3-11 Shift

BASF EMPLOYEES
101 Last Recordable
462 Last Lost Time

Priorities 1 through 10 are basically all the same priority, should be considered urgent and will require call outs for maint issues and/or processing issues.

- 1) East Pfaudler/#3 P&S Dryer/#3RC/CTO
- 2) Reduction Towers
- 3) Reduction Tower Screeners
- 4) South PK
- 5) #1 Line
- 6) #2 Line/#2RC
- 7) #5 RC
- 8) West Pfaudler
- 9) #4 RC, More feed (30,000 lbs) is due in ~10am today
- 10) Horne Tableting
- 11) Abbe/#6RC

#1 MED / AI-4190:

Continue to run. Check diameters and change dies as needed.

Midnight shift: Continued.

Day shift: Continued.

Afternoon shift:

#1 RC / Maintenance work:

Down-Work scheduled on calciner the weeks of 9/22 and 9/29.

Midnight shift: Down

Day shift: Down

Afternoon shift: Down

Exhaust to

#2 MED line / Cu-0860:

Cleaned and should be ready to go. Also, we will be using Cu 3818 lot 484 in powder room.

Midnight shift: Should be able to run on day shift. Dry ice to arrive Thursday.

Day Shift: Waiting for dry ice.

Afternoon Shift:

#2 RC/ 0860 next:

Will need to light once we get running.

Midnight Shift:

Day Shift: No activity.

Afternoon shift:

Exhaust to CTO

#3 Dryer/ D-1795 :

Continue to feed buggies as they become available.

Midnight Shift: Continued to feed.

Day shift: Continued.

Afternoon Shift:

#3 RC / D-1795:

Continue on. Keep feed rate @ 600 Lbs/Hr.

Midnight shift: Continued. Feed rate is at 622.

Day shift: Continued-feed rate is at 618.

Afternoon Shift:

Exhaust to CTO

New Pfaudler / V-2045:

Acid wash completed, but not very successful. Lid was removed and pfaudler was power washed, but still has build up inside of it. When we restart, we need to vacuum off the tops of the bags. They cannot leave the department with vanadium on them.

Midnight shift: Drum of Nitric acid has been located on the second floor of building 27. Confirm with Grodecki / Zavodnik as to whether we should use this for a second acid washing.

Day shift: Acid washing again.

Afternoon Shift:

6 Tank / Vanadyl Oxalate:

Monitor tank.

Midnight Shift: Monitored tank.

Day Shift:

Afternoon shift:

National Dryer:

No activity

Midnight Shift: No activity.

Day shift: No activity

Afternoon Shift:

#4 RC / Selexorb/ZR-0405 Next:

Finished.

Midnight Shift: Nothing more to feed.

Day shift: Temps are coming down to reverse and clean.

Afternoon Shift:

Exhaust to 4A DC

#5 RC / Cu-3818:

If calciner feed end begins to spill out like it did before we will need to stop and hold until the redesign is implemented after the weekend. When we are back and running, continue to feed Phibro Tech Cu Carb (not World Metals). W.O.W. for inspection of the 5A roto-lock (possibly worn paddles). (RS 9/8/14) – When run is complete.

Midnight Shift: Having issues at the discharge end. Being worked on late in the shift.

Day shift: Continued.

Afternoon shift:

Exhaust to 5A DC

Abbe Blender / 5206:

ONLY run Abbe on off shifts and weekends.

Midnight shift: No activity

Day shift: No activity-restart on 2nd shift.

Afternoon Shift:

#6 RC / D-5206

Down until we can get the dryer lit(see below). Continue when we have feed and can run the Abbe.

Midnight shift: Calciner is lit and on hold. Building feed from the abbe. Should be able to start feed on second shift if the abbe can be run then.

Day Shift: Start feeding on 2nd shift.

Afternoon shift:

Exhaust to Sly Scrubber

Tower 3/DPT 101:

Loaded and running.

Midnight Shift: Loaded and running. About another day.

Day shift: Continued.

Afternoon shift:

Tower 6 / Cu-1230:

Continue. Loaded with the first load of Cu-1230.

Midnight Shift: Loaded and running. Another 2 days or so.

Day shift: Continued.

Afternoon shift:

North Screener / DPT-101-Next:

Continue On.

Midnight shift: Continued. Screening should be completed early on day shift.

Will need to start cleaning for change over.

Day shift:

Afternoon shift:

South Screener / Cu 0860 :

Continue On.

Midnight shift: Continued. Screening should be completed early on day shift.

Will need to start cleaning for change over.

Day shift:

Afternoon Shift:

#2662 (west) Pill Machine / Al-3915 T 5/32:

Midnight shift: Cleaning/PMing.

Day Shift: Down

Afternoon shift:

#2664 (east) Pill Machine / Al-3915 T 5/32:

Midnight shift: Continuing to run.

Day shift: Continued.

Afternoon shift:

Old Pfaudler / D-1795:

Continue. NEED 4 BATCHES PER DAY

Midnight Shift: Continued.

Day Shift: Down-work order is in to repair vacuum pump at 11:20am.

Afternoon shift:

7 Tank AMT:

Tank made on midnight shift. Keep between 25 and 35. Thermocouple that was installed was annihilated, probably by the agitator. This may cause a line pluggage in the future.

Midnight Shift: Continue to monitor tank.

Day Shift:
Afternoon shift:

PK Blender/Na Selexorb:

Do not blow down the dust collector. Do not make batches if the DP on the dust collector is not in range. Be sure to clean the dust collector clean out ports.

Midnight Shift: Made batches. Finished bags need to be taken to shipping back by the Dow building.

Day shift: We will clean to go back to pill mix on Friday night-start making batches by day shift Saturday.

Afternoon shift:

TK #2 / V-2046:

Continue loading, unloading. Make sure temps are in line, and sample as required.

Midnight shift: Continued to just unload.

Day Shift: Unloading-B Grodecki is working on modifying milling system.

Afternoon shift:

TK #4 / Cu 0540 next (Sterotex screening for now):

This kiln is off.

Midnight shift:

Day Shift: Nothing

Afternoon shift:

Harrop Kiln / Al 3920/Al-4190 Next:

Continue to load and unload and assist screener operator.

Midnight shift: Continued.

Day Shift: Continued.

Afternoon shift:

Building 27 Belt Filter / Cu 6081:

No activity. The ceilings in building 27 will be painted week of Sept 22 everywhere but the horne machine area.

Midnight shift: No change.

Day shift: Still painting.

Afternoon Shift:

Where is material? Where can we put finished material?

There is Versal 250 in shipping and in the truck in our dock 1. There is 1 bag of puralox for the V 2045 on the back of the truck in our dock 1 and more in shipping in 50916. All of the X lots of AL-3915 are in the Harrop Kiln building. The AMT for the D

1795 is in the rail shed. There is more Selexorb in 509536 (Dow building area). Please keep taking the Selexorb Na from the PK to shipping there should be an empty bay in 509536 to put it. The D 1795 from #3 RC can go on the truck in our dock 3.